

## Hudson Light Six-40 Now Here

## Breezy Gossip From The State Capitol

BY R. BEDICHEK

(City H. Bedichek)

The Special Session Again.

Another reason has developed for calling a special session of the legislature, viz., state aid for flood sufferers. Such aid, it is claimed by others, is unconstitutional—certainly so by accident, but nevertheless unconstitutional. This reason for convening a special session would seem, then, to fall down. However, there are those who say they have seen the proclamations calling special elections for filling legislative vacancies already filed and signed, and wherefore these documents if there is no special session, since vacancies can be filled regularly before the convening of the next regular session. The wise ones, say the majority of the wise ones, opine that after the primaries are held a call will go forth for a special session of the legislature. But why after the primaries? Dunno—unless it be the fear in certain quarters that the legislators might engage in the jolly little game of politics, instead of confining themselves to certain definite questions which are couched in certain quarters of paramount importance.

Town and Gown Contract.

The ancient hostility of town and

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**TONIGHT**

gown is not in evidence here where a contract has been closed between the University of Texas and the City of Austin, assuring the former the payment of Guadalupe street from 19th to 24th bordering its property on the west and granting the latter certain shore privileges on the University buildings along the lake front—that is, on land that will be lake front when the great dam across the Colorado is completed. This is a unique contract. Nothing like it ever happened in the world before. A city and a University, the primitive, swapping bituminous paving for a prospective lake-front.

A Model City Charter.

The university Bureau of Municipal Research and Reference has just issued its first bulletin, "A model charter for Texas cities." The home rule amendment and the enabling act have created a demand on the part of cities of 5000 and over for information relative to charter amendments and new charters, which is not in some measure by this document. The most striking innovation which this model charter discusses is a provision for a selection every manager to be emulated by a board or unpaid commissioners, such as the board of a commercial club elects a paid secretary. There is also a clause providing for preferential voting. A safe and sane initiative, referendum and recall is a feature, as well as a civil service requirement for all lesser employees. People interested in municipal government can doubtless get many valuable suggestions from this bulletin, which is distributed upon application by the Bureau of University Station, Austin, Texas.

The Marriage Market Off.

There were 22 less marriages in Austin in 1913 than in 1912—quite a justifiable stamp in the matrimonial market. Still an average was maintained of about 25% for each day of the year, and for a year with a 13 per cent. increase a day in a city of 25,000 is doing fairly well. And speaking of marriages, Judge M. M. Johnson of Austin, has married with his own hands, no less than 1400 couples, without ever having taken a course in eugenics. In the language of the street, as President Wilson would

apologetically remark, that is going some.

## A Literary Sensation.

The last issue of the University of Texas alumni magazine, The Alcalde, prints a distinct literary sensation by printing thirty or so of Heine's lyrics turned into musical English by Leonard Dowling of the class of '88. The translation preserves all the tremulous melody and delicate nuances of the original, as well as the poetic intimacy and favorite humor of grotesque antinomies. It is rare, indeed, that the very soul of the foregoer is caught in the translator's net, but the truth is that if these translations are extensive and cover any considerable part of the poet's works, an English translation of the German Heine has been accomplished.

## HUDSON LIGHT SIX MEETS WITH FAVOR OF AUTOISTS

New Car Brought Out as a Competitor of High-Class Four-Cylinder Cars.

The Hudson Light Six has been brought out as a competitor of the average high-class four-cylinder machine to win the market.

With a total chassis weight of 2,940 pounds with tanks filled, or about eight-hundred pounds per man over all, it is said to be lighter than many kinds of similar carrying capacity—six or seven passengers. It weighs only 290 pounds more than the Hudson 48, a four-cylinder model of 1912, yet it has a wheelbase of 128 inches, seven inches longer, but 25 per cent more power, larger carrying capacity, to say nothing of the two extra cylinder electric cranking and lighting equipment and so on. It fuel consumption, too, this new Six-40 is said to run over miles per gallon than an equally powered four, according to several tests. Thus it is evident that this new car has practically the same selling field as the high-grade four-cylinder models. Fourteen to seventeen miles per gallon of gasoline is claimed for it.

Has Streamline Body.

The Six-40 has practically the same type of streamline appearance as the Six-48, although a change in radiator shape has been made. The side of the radiator is rounded and there is no sharp corner where the vertical sides meet the top section. This radiating curve is the same as that of the door so that the human comes to the car in an exceedingly smooth line. Another distinctive touch is given the radiator by the curving-out of the front edge. The cowl slopes down to the hood with a slight sweeping curve and like the large six, the radiator tank is carried under it. Shaped seats in the shape of the human tend a further fine finishouch to the whole. On this we

like on the larger six, there are no side lights, special resistance being provided so that the headlights may be dimmed for city driving, if desired.

The motor has a bore of 3½ inches and a stroke of five inches, is rated by the company at 40 horsepower, but develops 47 horsepower easily, it is stated. The cylinders are cast in three, are L-head with valves on the right and attach to a conventional type of horizontally-split crank-case.

The Six-40 uses Deutz combustion lighting, cranking and ignition, as does the Six-48.

An extra 100-amper-hour storage battery is carried under the left front seat as a part of the electric system. Of the old-cut type, the electrical features are provided with suitable switches and relays for preventing the storage battery overcharge. The total weight of the electric unit is forty pounds.

The electric motor spins the engine at from eight to one hundred revolutions a minute. The generator begins to charge the battery below 300 revolutions a minute and reaches its maximum output of from 15 to 18 miles an hour our speed.

Has a New Drive.

The drive of this new six is also new to Hudson cars. The so-called Hutchinson drive, which eliminates both transmission tubes and torsion arms, is proportioned and makes for extreme simplicity of construction. The drive is taken through the rear springs by this system, and to accommodate this, the master leaves of the two rear springs necessarily must be made somewhat heavier. The drive shaft, which is provided with a Rover universal joint, is either end, is cut off the same sectional diameter from end-to-end as is found in nearly every fast car now built, our tapers from a diameter of 1.25 inches at the center to 1.10 inches diameter at the ends. This varying section has been used in order to stiffen the shaft against any whipping action which might take place in an ordinary shaft of the fourth—sixty-four inches.

As on the Six-48, the three-quarter elliptic coil springs are不懂ensioned from the rear axle, which allows lower hanging of the chassis without altering the road clearance.

The aeronautic drive is effected through a shaft through the center of the wheel spindle terminating at the center end in a pair of universal joints, at while joint connection is provided for the attachment of the aeronautic shaft. The outer shaft is driven by a steel stamping located in the rear cap. Left drive and center constant are of gears of the Six-48, the steering column carries through the center shaft. Tires are 30 by 4 inches, provision being made for carrying the extra tire on the front end of the left running board. A trunk rack takes the place of the tire carrier at the rear.

Because of the phonograph is presented from either front side, while others are exceedingly wide mounting brackets menus in front and counter-clockwise low until it has been depressed and set

in rear. Hinged auxiliary seats fit in slots in the base of the framework. Crowned fenders are also used as on the larger six. The equipment is most complete and includes a one-piece top. There are no side supports at the front end, all being at the rear. Besides the phaeton and open roadster types this new Six-40 is to be fitted with a Cabriolet body.—(Advertisement)

## All Kinds of People Needed in Our Rural Districts.

Farm and Fireside printed recently an editorial telling about a Chinese family—a family of a railway engineer, who wanted they could move into the country. They wanted to know how without money, any capital, they could move from the city into the country. The interest excited by this editorial was intense, and in the current issue of Farm and Fireside are reproduced a number of letters on the subject, written by contributors. One of these letters is from a carpenter-farmer living in New York State, who says in part:

"It is a great mistake for the city man who moves to the country to think he must abandon his old trade and start entirely upon the land. There are thousands of positions in which he can earn a living by his trade and at the same time be learning farm life."

"We bought a farm sixteen miles from town on the Long Island Railroad, and our eggs, poultry and produce are shipped to New York three hundred miles away, every night, ready for the morning market. I cannot do all the carpenter work my neighbors offer me at good wages. I am a carpenter and still work at my trade. And we are not the engineer at his trade in the country, with crooked farm houses, piping, railroad grading, stone walls, and roadside outbuildings. Just saying I know of one who had come to us here. Who spent some time looking for a competitor, man, to run a steam roller. Near the job was a half-acre vacant lot for rent and an acre of ground set to fruit. The rental was three dollars per month.

"Hundreds of country communities need the painter, mason, engineer, bookkeeper, paper-hanger and tailor.

Politeness From the Children.

Distress from children or mothers for the confinement of the isolated location their parents and minds are easily impressed. We have been born thirty years or so before they were born; many of the young people of today have a tendency to break aside and rework made by them as though it were of no moment. There is no doubt that the young woman or young man who is young in a fashionable school has opportunity of observation which were not, and are not available to the young person of the past. Thus, the greater range of knowledge is shallower now until it has been dispersed and set

## Transferring Time

This is the proper time to transfer your old papers—

Whether you need transfer files and supplies, or loose-leaf transfer binders, indexes, etc., or new loose-leaf or card-systems—

You'll find a complete line on display in our store—

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method by him for your business which 17,000 additional house erected here consists of a serviceable and expeditious office of insurance of commerce of this methodized into sections.

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FOR WINTER. The insurance date for the formal opening of the new Cubage & Co. office.



## The New Hudson Light Six-40 Arrived

- Weight 2940 Pounds -

**\$1750**

Wheel Base 123 Inches

**Lighter, More Flexible, and Costs Less than a Four. Greater Mileage per Gallon of Gasoline, Requires Less Lubricating Oil, Easier on Tires, Much More Comfortable, Vibrationless.**

Because it is the Hudson Six-40

### The Widely-Wanted Medium-Priced Six

Thousands have waited for this medium-priced light six.

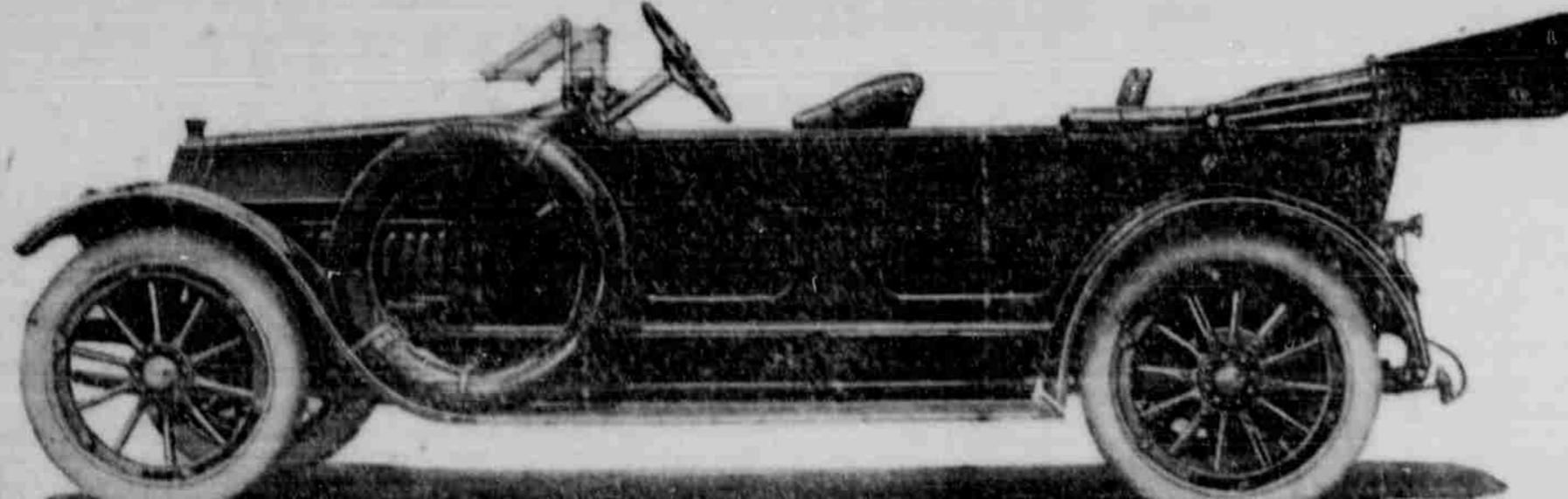
All motorists concede the vast superiority of the Six. Yet many continue to drive Fours because they fear a tame Six will prove costly to run. And because the price is more than they care to pay.

The Hudson Six-40—some call it the "Hudson Light Six"—at \$1750, is Howard E. Coffey's answer to this wide demand.

He has built a light Six to correspond with the mental make-up of a hundred thousand men.

It is low in price—costs little to run.

It is ready for YOU now—the car you've waited for.



### A Few of Its Many Advantages

Light weight—2940 pounds; about 18 pounds to the inch, over all.

Economy of fuel consumption—14 to 17 miles to the gallon of gasoline.

Six-cylinder motor—cylinders 3 1/2x5 inches, developing 47 horse power, smoothly, flexibly, without jerk or jar.

"One-man" top, with quickly-adjustable, permanently-

attached side curtains, folded in top.

Left-side drive, right-hand (center) control, dimming headlights, new speedometer drive, and (of course) electric starting and lighting.

### The Easiest-Riding Car We Know

We believe this Hudson Light Six to be the easiest-riding car in all the world.

We say this having knowledge of every American car of every factory out. Never within the wide experience of Cuban men has there been produced a car with such truly wonderful riding qualities.

You sit in a wavy cushioned seat and over the roughness of roads you seem to float on air while the buildings, the trees and the hills slide away. It feels as if the road moved—*not* the car, so gentle is the motion.

Miles are shorter and pleasure longer when you ride in the Hudson Six-40.

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